

SCOOP THE CUB REPORTER

Lots of Space—And Very Little Copy

"By Hop"



HEAVIEST NAVAL GUNS EVER DESIGNED FOR USE ON TWO NEW BATTLESHIPS

(By Associated Press.) WASHINGTON, March 18.—The two battleships provided for in the current naval bill may be armed with 16-inch rifles, the heaviest naval guns ever designated. While tentative plans for the new ships contemplate vessels similar in general design to the 32,000 ton giants of the California class now building, details of armament and engine equipment are being given unusual attention by navy designers and the results obtained from the 15-inch main batteries of the newest British and German battleships are being closely watched.

Already the new 16-inch navy gun have been subjected to tests at the Indian Head proving ground and while details of its construction and performance are closely guarded, it is known that the gigantic weapon has given proof of its efficiency which delighted navy ordnance experts. The gun was built at the American naval gun factory and has been undergoing tests for several months.

Some idea of the probable size of the new American gun may be gathered from the fact that each of the eight 15-inch guns of the British battleship Queen Elizabeth weighs 95 tons, while similar rifles designed in the Krupp works for German battleships laid down this year each weigh more than 82 tons. The 14-inch rifles of the battleships New York and Texas for the five new American dreadnaughts now under construction, weigh 63.3 tons each and it is certain that the new 16-inch weapon weighs more than 100 tons without its mounting.

Krupp engineers have designed a 16-inch gun which fires a projectile weighing 2,928 pounds against the 1,675 pound mass of steel hurled by the 15-inch rifles adopted for the German navy and the 1,720 pound projectiles poured into Turkish fortresses of the Dardanelles by the British battleship Queen Elizabeth. Some of the German or British vessels of the first line carry any weapon exactly similar to the American 14-inch gun, a jump having been made last year from the standard 12-inch rifle to the 15-inch type.

The New York, Texas, Nevada and Oklahoma each carry ten 14-inch guns, while the Pennsylvania, California, Idaho and Mississippi each will carry twelve, placed three to a

turret. These weapons throw projectiles weighing 1,400 pounds as is the case with the 14-inch guns designed for the four Japanese battleships estimated for in 1914.

With the increase in size, the life of the gun is shortened by erosion, due to the heat generated by the explosion of the huge charge of powder necessary to hurl nearly a ton of metal fifteen miles that is said to be the range of the American 16-inch weapon. The rifling of the gun burns out under the blast. Drops of melted steel are visible in the bore after each shot and it is said that the life of the Queen Elizabeth's 15-inch weapons is less than 100 shots each. After that the gun is so inaccurate as to be virtually useless.

With any target in plain view, it is said, the American gun has equal range and nearly equal penetration, the difference being more than counterbalanced by the larger number of guns carried. Thus, in action against such a ship as the Queen Elizabeth, the Pennsylvania would have twelve 14-inch guns against eight 15-inch and would have 50 per cent greater opportunity for scoring hits. For indirect fire, such as the work in which the Queen Elizabeth shared in the Dardanelles, the 15-inch gun's greater range would be important; but it is not believed it would be a factor in a purely naval battle.

SWARM OF FLIES CAPTURED

Spring is here. Until yesterday we feared that the present pleasant weather was destined to remain but a short time. But when four persons brought flies to this office with assurances that they were perfectly embalmed we felt quite sure that the present weather will remain. When four flies thrive it is almost certain that the warm weather will stay. Another fellow, however, tried to cheat and was not furnished with the prize of two pints of beer. He brought a bed bug, securely wrapped in a small box and tied with ribbon.—Virginia Enterprise.

THRILLING RESCUE WHEN SHIP OVERTURNS

(By Associated Press.)

YARMOUTH, Eng., March 8.—Yarmouth sea-faring men believe there is no parallel to the rescue of E. E. Riches, of this place, who was the only man saved from the Hull salvage vessel, Salvor I, after being imprisoned in the fore-castle of the up-turned wreck.

Riches was in the fore-castle when the vessel rolled over. All the other members of the crew were washed away and drowned. The vessel had turned so quickly, however, that Riches found plenty of air left to him, and as the boat lifted in the swell he could see light through one of the port holes. He put out his hand and waved it. Every minute or so the boat dipped beneath the water, but when she lifted again he repeated his efforts to attract the attention of anyone who might be watching the wreck from shore. This went on for three hours.

"I was dazed and practically gasping for breath," Riches continued. "I

then heard tapping outside the hull of the boat. Then someone spoke through the port hole. The voice said: 'Where shall I cut open the hull?' I indicated this, showing him how to keep clear of the stanchions. It seemed hours before I knew anything else. There were fumes of acetylene gas blown into the vessel, and then someone gripped me by the neck and pulled me out of the dark dungeon of the hull, where, for a time, death seemed to be my only hope of release. I found afterwards that my rescuer was Mr. McRobbie, a Peterhead blacksmith."

McRobbie's attention had been attracted by Riches' hand showing out of the port hole. He fetched from his shop a cylinder of oxygen and another of acetylene. Standing neck deep in the water for almost an hour, he, with the aid of several assistants, cut through the double plate of almost two inches thick, ultimately succeeding in reaching through to the fore-castle.

MINING NEWS FROM OUTSIDE CAMPS

Dodge and Rowley, of Lane City who have a lease on the Hayes claim near that place, recently shipped their fifth car of ore that returned \$50 per ton in gold and silver.

T. H. Williams, of Lane City, who has a lease on the Viking claim, owned by D. C. McDonald, of Ely, is getting ready to ship a carload of ore to the Salt Lake smelters, the ore carrying 40 per cent lead and 10 ounces in silver.

It is stated that the Prince Consolidated, of Pioche, has more ore blocked out in its workings than ever before, and ore shipments average about 475 tons daily. It is rumored that the Prince company will soon begin the payment of regular dividends.

The Lucky Deposit Mining company, operating at Aurum, near Shellbourne, will soon resume operations with L. G. Hardy, Jr., in charge as mine superintendent. The company has large volumes of fine ore in sight

in the mine workings, and will doubtless install a milling plant in the near future.

At its special meeting in Salt Lake, recently, the Nevada-Douglas decided to take over the property of the Moore Mining company, and to reorganize under the name of the Nevada-Douglas Consolidated Copper company with a capitalization of 1,000,000 shares of a par value of \$5 each, each shareholder in the company to receive share for share in the new organization. In the consolidation the Minnie Moore Mining company will receive 10,000 shares of the stock of the Nevada-Douglas Consolidated Copper company. In the property of the old Nevada-Douglas company, it is stated, 30,000 tons of ore have been broken for the new leaching plant, with 500,000 tons additional which have been blocked out.

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If you don't know—find out right here the principle of BRASCOLITE. And first of all—get this fact down pat. The depolished white reflecting plane is flat—there's a reason. Long before a Brascolite was put on the market, while trying to perfect by Phonometric test the most efficient design, experiments were made with concave reflectors—all shapes of concavity—and discarded in favor of the flat. The flat reflecting plane is a patented feature of the Brascolite. And now are springing up attempted imitations of Brascolites—some with concave and some with convex reflectors (discarded principles)—none with flat reflecting planes, though—that's patented.

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NEW TODAY

NEW TODAY

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AWAY HE WENT. BUT WHEN I PULLED HIM IN
AND HE SAW ME SMOKING AN OASIS HE JUST
LAUGHED AND WIGGLED HIS TAIL. I GUESS HE
KNEW I ALREADY HAD THE BIG "KETCH"—



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